



GOVERNMENT OF BERMUDA

Ministry of Public Works

Department of Works and Engineering

September 11, 2024

Dear Respondents,

Ref: 44-23-150 Glebe Road Bridge Repairs

This Addendum #1 contains (3) pages including this front page as well as a folder of accompanying drawings, photos and data sheets.

The following addendum supersedes information contained in the RFQ to the extent referenced.

This addendum forms part of the RFQ documents and will be subject to all of the conditions set out in the contract.

PART 1 – Clarifications and Revisions

- The handrails along the stairs that connect Palmetto Road to Glebe Road have been repaired and therefore do not need to be included within respondent's submitted bids.
- A number of historic drawings have been scanned and included with this addendum. These predominantly involve the handrail/parapet. Construction photos from the original construction have also been scanned and included.
- Bearing Pad specifications. BPEN QQ07: – Width 250mm x Length 300mm x Unloaded Height 85mm (Effective Thickness 56mm)

Refer to data sheet attached to this addendum for further info.

END OF PART 1

PART 2 – Questions from Respondents

1. Q) Will Glebe road be closed throughout the works?

A) During hydraulic jacking works, to allow installation of the new bearings, the government assumes that Glebe Road would be closed and therefore we would suggest out of hours work to minimize disruption to the public. When non jacking works are taking place, the government would push to keep the road open.

2. Q) Can the sidewalks along Glebe Road be closed to foot traffic for the duration of the works?

A) The government would like to minimize the impact to the public and keep the sidewalks open as far as practical. If the chosen contractor requires closure of the sidewalk to carry out works, this can be accommodated but we would ask closure time be minimized and/or alternative measures be in place to allow the public to walk over Glebe Road bridge.

3. Q) If cracks appear in the roadway due to jacking works to install the bridge bearings who is responsible for repairing the road?

A) Respondents should include a cost allowance for cutting a channel in the road, effectively crating a movement joint and also include allowance for repairs to the road following bearing installation.

4. Q) Paint systems have been specified within IEPC coating report (TNEMEC and Sherwin Williams Coating Systems), do respondents have to use these named suppliers?

A) The government would like respondents to quote using these pre-approved coating systems. However, alternative paint systems can be proposed if they meet the specifications as listed within the IEPC report. Data/technical sheets would be required, and a review and approval process would be undertaken with government authority to reject proposed painting systems.

To aid with respondents' bids, please contact the following personnel to assist with quotation:

TNEMEC;

Caleb Parker

parker@tnemec.com

Sherwin Williams;

Bob Spano

robert.l.spano@sherwin.com

5. Q) Is Laser De-Rusting acceptable?

A) Laser de-rusting is acceptable. The government would advise including some level of manual cleaning methods in respondent bids as the beams are heavily rusted a

END OF PART 2